

REMARKS

There are at least three elements of the present invention that are distinguishable over the prior art: (1) the leading and trailing edges are tapered at their respective ends; (2) the leading and trailing edges extend all the way from the pivot assembly aperture to the suspension tongue; and (3) the weight-reducing apertures located in the interior of the actuator arm have aerodynamic profiles. Applicant will differentiate each of these features with respect to the prior art in the following paragraphs.

With respect to item (1) (i.e., tapered ends), the cited prior art reference, *Peterson*, clearly shows in its Figures 1, 2, and 3 that its sides 132 abruptly end as squared-off or flat edges—they are not tapered. For example, in Figure 1 (top view), the four ends (not numbered) of the two sides 132 are visibly perpendicular to their respective lengths. In Figures 2 and 3, the flat distal ends (i.e., arrowheads) of each side 132 are clearly visible. If the ends of *Peterson* were tapered like the present invention, it would be impossible to see the arrowhead shapes in Figure 2, or the various “C-channel” shapes 230, 233 shown in Figure 3. In other words, the cross-sectional shapes illustrated in the middle of the sides 226 (Figures 4-6) are the same as they are on the ends (Figure 3)! If the ends were tapered, no such C-channel shapes would be visible. Compare Applicant’s smooth and rounded tapered ends 145, 147, 151 (Figure 4) to those of *Peterson*.

With regard to item (2) (i.e., side edges extend from pivot to tongue), *Peterson* again falls woefully short. As best shown in *Peterson*’s Figure 1, neither the left side 132 nor the right side 132 extends all the way to the tongue 116 (they terminate prior to reaching the tongue), and only the right side 132 extends to the pivot 112. The left side 132 terminates about half-way to pivot 112 to provide ample room for the attachment of cable 124. In contrast, Applicant’s Figure 4 clearly shows full extension of sides 141, 143 all the way from pivot 153 to tongue 155.

Finally, with regard to item (3) (i.e., aerodynamic apertures), the other cited reference (*Williams*) clearly shows flat, non-aerodynamic side walls 59 in its internal aperture (Figures 4, 6, and 8). These side walls 59 are parallel to the flat external side walls 64, and therefore do not have an aerodynamic profile. The Examiner cites *Williams*’ column 7, lines 14-18, to suggest

otherwise. However, careful inspection of this text reveals that the "taper" refers to the narrowing of the arms *when viewed from above* (i.e., "from the proximal section 54 to the distal section 56") along the length of the arm 18. Col.7, lines 7-8. The range of angles (i.e., "eight to twenty degrees") specified by *Williams* verifies this interpretation. Col.7, line 11. In no way can this language be construed as representing an aerodynamic reshaping of the inner side walls 59 of the aperture formed between the sides 60, 62 of the arm 18.

Accordingly, Applicant has rewritten the claims to further emphasize one or more of the at least three distinguishing features of the present invention. For example, claim 1 now requires element (1), namely, "the leading and trailing edges are tapered at their respective ends." As stated above, *Peterson*'s sides 132 have flat, perpendicular ends and are not tapered. If the ends of *Peterson* were tapered like the present invention, it would be impossible to see the arrowhead shapes in Figure 2, or the various "C-channel" shapes 230, 233 shown in Figure 3. Thus, claim 1 is clearly distinguishable over the prior art and now is in condition for allowance. Likewise, dependent claims 2 and 3 are also allowable.

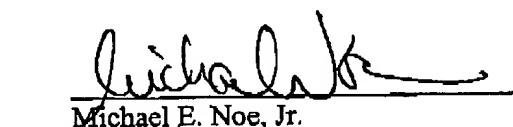
Claim 5 also depends from claim 1 and is allowable for the same reasons as claim 5. However, claim 5 also requires that "each of the leading and trailing edges extends from the pivot assembly aperture to a suspension tongue," which is element (2). Since neither *Peterson*'s left side 132 nor right side 132 extends all the way to the tongue 116, and only right side 132 extends to the pivot 112, this element is not satisfied by *Peterson*. In a similar sense, claim 6 recites element (3): "the aperture has an aerodynamic profile." In contrast, *Williams* has flat side walls 59 in its internal aperture that do not have an aerodynamic profile. The only taper shown and described in *Williams* is the (prior art) one along the length of its arm 18.

Independent claim 7 was originally written to require element (2), but was amended to further emphasize this point. Claim 7 now requires the leading edge and the trailing edge to have aerodynamic profiles with triangular cross-sectional shapes "that extend from the pivot assembly aperture to the suspension tongue." Claim 7 is allowable for the same reasons offered for claim 5. Claims 8-10 depend from claim 7 and are likewise allowable for all of reasons stated above.

Finally, independent claim 11 and its progeny (claims 12-13) contain all three elements (1), (2), and (3), which makes it easily distinguishable over the prior art.

It is respectfully submitted that the claims are in condition for allowance and favorable action is requested. No extension of time is believed to be required. However, in the event that an extension of time is required, please charge that extension fee and any other required fees to **Hitachi Deposit Account Number 50-2587**.

Respectfully submitted,


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